[Shri Dharanidhar Basumatari]

the beginning. I had to use very strong words against the bureaucrats by saying that unless and until the recommendations of the Committee on Welfare of Scheduled Castes and Scheduled Tribes are implemented their condition cannot be improved. (*Time bell rings*) Since you have rung the bell, I will only request the Finance Minister and the Prime Minister, as they are one unit, to think of the development of the country for the times to come, for the future generation.

STATEMENT BY MINISTER—

RE Report of the Court of investigation into 'Kanishka' Air crash

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): Mr. Deputy Chairman, Sir, on the morning of 23rd June, 1985, Air India Boeing 747 aircraft VT-EFO 'Kanishka' was on a scheduled passenger flight (AI-182) from Montreal and was proceeding to London on route to Delhi and Bombay. The aircraft was being monitored on the radarscope of Shannon airport in Ireland. At 0714 GMT it suddenly disappeared from the radarscope and the aircaft which was flying at an altitude of approximately 31,000 feet plunged into the Atlantic Ocean off the South West Coast of Ireland at position latitude 51 3,6' N and longitude 12° 49' W. This was the worst air disaster in the history of Indian aviation wherein all the 307 passengers and 22 crew members perished.

The Government of India had appointed Justice B. N. Kirpal, Judge of the Delhi High Court, to carry out a formal investigation in to this accident. The Court was assisted by five assessors. It carried out detailed examination of the Digital Flight Data Recorder and Cockpit Voice Recorder. The entire wreckage lying at the bottom of the sea was mapped and photographed. Part of the wreckage was recovered and examined in details at the facilities of Bhabha Atomic Research Centre, Bombay. In all, 13 witnesses were examined by the Court which included representatives of aircraft manufacturers, Royal Canadian Mounted Police, Canadian Aviation Safety Board, Director General of Civil Aviation India Air India, Bhabha Atomic Research Centre, Doctors of Royal Air Force, United Kingdom, and the Indian Air Force. Post mortem reports from the doctors from Ireland, report of Structures Group consituted by the Court, Cockpit Voice Recorder Analysis Reports of experts of Bhabha Atomic Research Centre, Canadian Aviation Safety Board, National Transportation Safety Board, U.S.A. and Accident Investigation Branch of United Kingdom and the report of the Inspector of Accidents, Civil Aviation Department, India were examined by the Court. The Court visited Ireland and Narita Airport, Tokyo.

The Court has submitted its report on the 26th February, 1986 to the Government. All the five assessors have signed the report in token of their agreement with the conclusions and recommendations. There is no minute of dissent.

On the basis of the circumstantial and direct evidence, the Court has concluded that the accident was caused by an explosion of a bomb in the forward cargo hold of the aircraft. The Court has also made some recommendations. They relate to International Civil Aviation Organisation, International Air Transport Association. Airlines, Government and manufacturers of aircraft, on matters like air safety, air security, etc. These recommendations are being examined by Government for further action.

SHRI S. W. DHABE (Maharashtra): Mr. Deputy Chairman, Sir, this is one of the worst type of accident ever to happen to any of our aircraft. All the passengers plunged to death. But it is not clear from the statement—and this is what I would like to know—how many passengers died and if all the bodies were found or some are still missing.

Secondly, it shows that our security arrangement of what we call the marshals and other security staff was not up to the mark—whether it is for internal flights or for international flights. Therefore, what recommendations have been made by this Court of Inquiry to strengthen the security so that such incidents canont and will not happen in the future.

SHRI M. S. GURUPADASWAMY (Karnataka): Sir, the accident, according to the statement, occurred because of a bomb. It is very intriguing how in spite of all the security arrangements made at the airport and also security observed at the time of the passengers entering aircraft, this bomb could be taken by anybody to the cockpit. Sir, all the passengers are examined. There are metal detectors. How is it this was done at all? It is a mystery.

1.00 P.M.

Sir, I think the Minister should throw some light on this aspect. It is absolutely a failure fo security somewhere. I want to know whether the report contains anything regarding this aspect, where there was a failure—whether at the airport or at the time of passengers entering the aircaft, whether this bomb was in a packet placed in the cockpit or it was just a bomb placed there. It could have been covered also, or it could have been just a bomb. So, I would like the Minister to throw some light on this.

श्री सत्यप्रकाश मालवीय (उत्तर प्रदेश): मान्यवर, जैसा कि मंत्री जी ने स्वीकार भी किया है, यह भारत की सबसे दु:खद और भयंकर विमान दुर्घटना है । मंत्री जी ने यह कहा है कि अगली कार्यवाही के लिए सरकार इन सिफारिशों की जांच कर रही है । एक दुर्घटना हुई, उसमें 307 यात्री और 22 कर्मचारियों की मृत्यु हो गई। दिल्ली उच्च न्यायालय के जज जस्टिस कृपाल ने उसकी जांच की । उसके साथ-साथ पांच सदस्यों ने भी अपनी स्वीकृति दे दी है । 18 फरवरी को उसकी रिपोर्ट दी गई थी । जज की फाइंडिंग्स के बाद अगली कार्यवाही के लिए अब जांच की क्या आवश्यकता है । इतनी जांच करने के बाद उन्होंने सिफारिशें दी हैं । मेरी अपनी समझ में उसमें जांच करने की कोई आवश्यकता नहीं है जब पांच सदस्यों ने भी अपनी स्वीकृति दे दी है । इसमें यह भी कहा गया है कि विमान में आगे बम रखा गया और उसका विस्फोट हुआ । तो इसकी भी जिम्मेदारी किसकी है यह आयोग ने तय की या नहीं की?

DR. R. K. PODDAR (West Bengal): Mr. Deputy Chairman, Sir, I am sorry that the statement is so brief. It is admitted by the Minister that it is one of the most tragic disasters in the history of Indian aviation. The report was submitted on 26th of February and the Minister has given only one conclusion—that a bomb was placed in the cargo hold of the aircraft. But how the bomb went there, he has not enlightened us. I would like to know from the Minister what is the finding of the Court of Inquiry—the manner in which the bomb was placed in the cargo hold. There are reports in the press that there were lapses in the Canadian security arrangements at the Montreal airport and also there was delay. It is reported in some papers that it was a time-bomb and it was timed in such a manner that the bomb would explode after it landed at the London airport but there was delay at the Montreal airport and that is why the bomb exploded in mid air. I would like to know from the Minister if any light was thrown on these aspects in the report of the Court of Inquiry.

SHRI M. KADHARSHA (Tamil Nadu): Sir, the Court of Inquiry has officially come out with a bomb explosion theory. Firstly, I would like to know by when the report of the Court of Inquiry will be presented on the floor of th House. Secondly, it has been reported that two passengers were checked in who booked their beggage but they did not travel in that aircraft. The honourable Minister himself is having a pilot's licence; he is a technical person. The normal procedure is to take the passengers' list to the aircraft, get the signature from the Captain, and only after getting his signature the aircraft is allowed to take off. Was this procedure followed or not? If not followed why was it not followed? This is my second question.

When the passengers did not travel, why were their baggages not unloaded? Who were responsible? I feel that it is the callous negligence of the Air India staff that caused the great calamity. Had they shown some sense of responsibility and dutifulness, this calamity could have

[Shri R. N. Poddar]

been avoided. I understand that the Air Canada staff had complained that the X-ray machines were defective. If the machines were defective, why was physical checking not done by the Air India?

Then, Sir, the tragedy has not only caused the loss of many valuable lives of our citizens but it also caused a loss of more than Rs. 30 crores to the Air India. And even today we are not able to resume the service to Canada, and we are losing a large amount of money. By when does the Government hope to resume the service to Canada?

Sir, Japan is having more than a hundred Jumbo jets.

MR. DEPUTY CHAIRMAN: Ask questions, clarifications. Don't expand them.

SHRI M. KADHARSHA: This may be the worst accident, but this is not the first accident. If we look into the aviation history of India, so many grave accidents have taken place. The "Emperor Ashoka" plunged into the sea off Bombay. There was yet another accident at the Sahar Airport. In Delhi itself in 1973 a major accident took place involving the then Steel Minister, Mr. Mohan Kumaramangalam, and many others.

I would like to know from the hon. Minister whether the Air India Chairman visited the place of the accident. If not, why did he not visit it? And will any foolproof method be followed in future to avert such accidents.

These are my questions.

श्री कल्पनाथ राय (उत्तर प्रदेश): आदरणीय उपसभापति महोदय, इस रिपोर्ट में कहा गया है कि इस कनिष्क का एक्सीडेंट एक्सप्लोजन होने के नाते से हुआ जो कि आगे कार्गो में रखा हुआ था और यह भी कहा जाता है कि जो आतंकवादी हैं, जो पंजाब के टेरोरिस्ट हैं, जो हिन्दुस्तान की एकता और अखंडता को तोड़ना चाहते हैं वे कनाडा, अमरीका और इंग्लैंड जैसे विकसित देशों में एक हैसियत में हैं और एफेक्टिव ढंग से काम कर रहे हैं और वे खालिस्तान का प्रचार भी करते हैं। यह भी आपके नोटिस में आया है कि हिन्दुस्तान के तीन, चार जहाजों को जो दिल्ली एयर पोर्ट से उड़े खालसा रंजीमेंट या दल खालसा के लोग उड़ा कर पाकिस्तान और अरब देशों को ले गये। तो इस दुर्घटना के पहले घटनाएं घट चुकी हैं और आतंकवादी दिल्ली एयर पोर्ट से जहाज उड़ा कर पाकिस्तान और सउदी अरब को ले गये थे। अब यह कहा जा रहा है कि इस जहाज में एक्सप्लोजन हुआ। तो यह निश्चित है कि जनघाती और राष्ट्रघाती जो ताकतें हैं आतंकवादियों के रूप में जो खालिस्तान के समर्थक हैं वह कनाडा, इंग्लैंड और अमरीका को अपना बेस बना कर तोड़ फोड़ और हिंसा की कार्यवाही में लगे हुए हैं। तो उन्होंने इतना बड़ा नुकसान किया कि जिस के चलते 2,300 इनोसेंट नागरिकों की हत्या हो गयी और हमारा करोड़ों अरबों रुपयों का जहाज नष्ट हुआ। जापान से जो जहाज आने वाला था उस में भी बम रखने की कोशिश की...

MR. DEPUTY CHAIRMAN: Please seek clarifications.

श्री कल्प नाथ राय: तो मैं मंत्री जी से जानना चाहता हूं कि जब आतंकवादी मांट्रियल जैसे हवाई अड्डे पर स्थिति का लाभ उठा कर एक्सप्लोसिव रखने में कामयाब हो गये और आज भी उन की तोड़ फोड़ और राष्ट्रघाती गतिविधियां हिन्दुस्तान में और दुनिया के अन्य देशों में जहां उन के अड्डे हैं चल रही हैं तो क्या परिवहन मंत्री जी हिन्दुस्तान के एयर पोर्ट्स पर खास तौर से अमृतसर और दिल्ली और काश्मीर में या देश के बार्डर पर जो हवाई अड्डे हैं वहां आतंकवादी गतिविधियों को रोकने के लिए क्या कर रहे हैं? क्या सरकार ने दिल्ली हवाई अड्डे को आधुनिक ढंग से बनाने की कोशिश की है ताकि आतंकवादियों को अपनी मानसिक विकृति का परिचय देने का मौका न मिले और कभी हवाई जहाज को उड़ाकर और कभी कारगो में एक्सप्लो-

सिब्ज रखकर वे यात्रियों के लिए खतरा पैदा न कर सकें । क्या सैक्यूरिटी सिस्टम को वैज्ञानिक ढंग से संगठित करके आतंकवादियों की गतिविधियों को रोकने के लिए कदम उठाए गए हैं जो कि राष्ट्रघाती और जनघाती कामों में लगे हुए हैं ? यह निश्चित है कि कनिष्क की दुर्घटना के पीछे राष्ट्रघाती ताकतों के रूप में खालिस्तान समर्थक टेरोरिस्ट का हाथ है जो कनाडा और अमरीका में रहकर राष्ट्रविरोधी कार्यवाहियां कर रहे हैं ? क्या सरकार दिल्ली हवाई अड्डे की सैक्यूरिटी और कारगो चैकिंग की लेटेस्ट टैक्नालाजी का प्रयोग कर रही है ताकि आतंकवादियों के कारनामे सफल न हो सकें ? यही मुझे क्लैरिफिकेशन के रूप में मंत्री महोदय से जानना है ।

PROF. (MRS.) ASIMA CHATTERJEE (Nominated): the Kanishka accident was the worst air disaster in the history of the Indian aviation. The Hon. Minister's statement says that the accident was caused by an explosion of a bomb in the forward cargo hold of the aircraft. If it was a case of a bomb explosion. then in the post-mortem examination there would be a definite indication that this was really the case, because heart and lungs will be totally ruptured. I would like to know whether such an indication was there that the vital organs were actually affected by the bomb blast. I am asking this because the bomb blast gives a specific information about that.

Secondly, what were the circumstantial and direct evidence on the basis of which the court came to the conclusion that it was actually a case of bomb explosion.

There are the two points on which I would like to seek clarification from the hon. Minister.

श्री रामचन्द्र विकल (उत्तर प्रदेश) : उपसभापति जी, मैं मंत्री जी से यह जानना चाहूंगा कि जैसा उन्होंने अपने वक्तव्य में कहा कि कुछ सिफारिशें की गई हैं, तो न्यायालय ने क्या सिफारिशें की हैं ? दूसरे यह जो भयंकर दुर्घटना हुई है, इसको देखते हुए जो जांच हुई है, इस पर कितने जन धन की हानि हुई है, इसकी भी कोई जांच की गई है ?

साथ ही मैं यह भी जानना चाहूंगा कि जो व्यक्ति इस दुर्घटना में मारे गए हैं उनके परिवार के लोगों के प्रति सान्त्वना या सद्भावना के लिए क्या सोचा जा रहा है, क्या किया गया है ?

SHRI V. NARAYANASAMI (Pondicherry): The hon. Minister. in the concluding paragraph of his Statement. has stated that from the circumstantial and direct evidence the court has concluded that the accident was caused by an explosion of a bomb in the forward cargo hold of the aircraft. I would like to know whether in the report of Justice Kirpal Committee any trace of he culprit has been mentioned; and if so, against how many persons the case has been filed.

Secondly, the hon. Minister has stated the persons who have died in the explosion are 307 passengers and 22 crew members. I would like to know how many of the relatives of those deceased have been located and compensation paid so far. Thirdly, the Digital Flight Data Recorder and Cockpit Voice Recorder had been found out and it was used during the course of the investigation. Whether both these recorders have given any purposeful answers during the course of the invesigation?

SHRI PUTTAPAGA RADHAKRISHNA (Andhra Pradesh): Sir, whenever an air accident takes place, the Government orders either a magisterial enquiry or a judicial enquiry or an executive enquiry. Thereafter the enquiry committee will submit some report to the Government; and the Government inturn places it before both Houses of Parliament. Later on they do not take any follow-up action. That has become the order of the day.

SHRI SATYA PRAKASH MALAVIYA: But he has not placed the report before the House.

SHRI PUTTAPAGA RADHAKRISHNA: I do not know when he will place this report before the House. In this case we have sustained an irreparable

[Shri Puttapaga Radhakrishna]

damage to property, reputation and loss of life. Now the report of the Court of Investigation that went into the accident is before the Government. But we do not know the conclusions of that Court of Investigation. There was no direct evidence as no victim of the accident survived. The Court of Investigation mostly depended on the hypothetical evidence and some recorded evidence.

MR DEPUTY CHAIRMAN: What is yor question? Please put the question.

SHRI PUTTAPAGA RADHAKRISHNA: I am coming to my question. I would like to know from the Honourable Minister what steps the Government has taken to ensure safety, security, reputation and instill confidence in the minds of the passengers? What is the total amount of compensation the Goverment has paid to the victims of the family members?

SHRI JAGDISH TYTLER: Sir, it is not true that the Ministry has not sent the report to the technical committee in 1982. (*Interruptions*)

आप जरा सुनिये। आप जरा बैठिए। I am speaking on a very serious matter. If you really put questions you should be interested in what I am answering.

Sir, in 1982 when 'Gowrishankar' aircraft also met with an accident, at that time, also the report was submitted to the Government on 24th August, 1983 which was accepted on 16th September, 1983. Then it was sent to the technical committee. On the 28th April, 1984 it was submitted to the House. So I would like to answer specially those questions which are related to the statement made just now.

Sir, out of a total number of 329 victims, 132 bodies were recovered. It has been brought out that the bomb was placed in the forward cargo hold not at the cockpit as probably was thought of Now we have received the recommendations and we formed a technical committee headed by the Director-General of Civil Aviation. There are other three or four members—the Director of Civil aviation Security, Director of Air Safety and Joint Secretary of the Civil Aviation Department. This technical Committee is going into the details of the big volume report of the 'Kanishka' tragedy. I have ordered them that they should hurry it up and submit it to the Ministry so that I can place the facts. Some hon. Members wanted to know whether we have taken any precautionary measures at our airports. Whatever is possible we have taken measures at our airports. At the Delhi airport we have installed some new gadgets. There are many other things which we are doing, but it is not right that I should tell everything in the House. But there are quite a number of things requiring security, safety of the passengers and the safety of aircraft. We are trying to see to them. But I would like to assure the House that as soon as the Technical Committee comes out with its report, I will be the first person straightway to come to the House and place it before the House.

SHRI M. KADHARSHA: One more important matter.

MR. DEPUTY CHAIRMAN: You have already asked.

SHRI M. KADHARSHA: After the Jumbo accident in Japan, the Boeing Company itself had asked the concerned airlines to check the tail-piece which was defective. On how many Air India aircraft was this checking done? I would also like to know whether our Government also will disband the Boeings in line with Japan.

SHRI JAGDISH TYTLER: Sir, we checked all our Jumbos. It is not right that the Japanese Government has disbanded all their Boeings: not one they have done. I think it was a wrong press report. Anyway, we took precautions and

we saw to it that all our Jumbo aircraft went in for a thorough check-up and only two aircraft had little dents within the limits of the safety certified by the Boeing Company. We did this check-up.

MR. DEPUTY CHAIRMAN: The House stands adjourned till 2-30 p.m.

The House then adjourned for lunch at twenty-seven minutes past one of the clock.

The House reassembled, after lunch, at thirty-two minutes past two of the clock, **Mr. Deputy Chairman in the Chair.**

MESSAGES FROM LOK SABHA— *contd.*

(I) The Appropriation (Railways) Bill, 1986

(II) The Appropriation (Railways) No. 2 Bill, 1986

(III) The Appropriation (Railways) No. 3 Bill, 1986

SECRETARY-GENERAL: Sir, I have to report to the House the following messages received from the Lok Sabha, signed by the Secretary-General of the Lok Sabha:—

I

"In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Appropriation (Railways) Bill, 1986, as passed by Lok Sabha at its sitting held on the 13th March, 1986.

2. The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India."

II

"In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Appropriation (Railways) No. 2 Bill, 1986, as passed by Lok Sabha at its sitting held on the 13th March, 1986.

2. The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India."

III

"In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Appropriation (Railways) No. 3 Bill, 1986, as passed by Lok Sabha at its sitting held on the 13th March, 1986.

2. The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India."

Sir, I lay a copy of each of the Bills on the Table.

RESOLUTION REGARDING APPOINTMENT OF A COMMISSION TO INQUIRE INTO THE BACKWARDNESS OF EASTERN UTTAR PRADESH— *contd.*

श्री रामचन्द्र विकल (उत्तर प्रदेश) : उपसभापति महोदय, मैं उस रोज यह कह रहा था कि कल्पनाथ राय जी का जो प्रस्ताव पूर्वी उत्तर प्रदेश के विकास के लिये है, उसमें जगदम्बी प्रसाद यादव जी ने थोड़ा संशोधन कर दिया और उसको बिहार तक बढ़ा दिया और फिर हमारे और माननीय सदस्यों ने उसको देश के हर अविकसित क्षेत्र से जोड़ दिया, सातवीं पंचवर्षीय योजना से जोड़ दिया, इससे यह प्रस्ताव व्यापक बन गया है। मैं उस व्यापक प्रस्ताव पर आज नहीं जाना चाहता